

The Congressional Record

Newsletter of the Congressional Flying Club and Montgomery Senior Squadron, CAP

Vol. 27, No. 11

Gaithersburg, MD (KGAI)

November 2009

In this issue

President's message	1
Correction	1
Proposed changes to Club regs	2
Fly-ins	2
Aircraft rates	2
Notice of election.....	2
Chaplain's corner.....	3
Work hours	3
Internet access.....	3
Work hours monitor.....	3
Ode to Rhinebeck	4
Bag of luck.....	4
Your flying account	5
Address for checks.....	6
Funny stuff.....	6

President's message

As most of you know, the Cherokee has not been flying very much. As a matter of fact this past year it flew less than 100 hours. And as many of you may know we have had the plane for sale for several months, without any interest. Recently, **Bob Gawler** did another VRef valuation and determined that our asking price was much too high, so we radically lowered the price. The new asking price was set at \$42,500 and knowing that the wholesale value is about \$30,000. As of this writing, we have a couple of parties that are potentially interested (estimated sale price in the mid 30s), and we hope the plane will be sold shortly.

The next significant factor is that the engine in N15624 is rapidly approaching TBO. It has just over 100 hours to go before reaching TBO. We (that is, CFC) put all that time on the engine. A replacement engine will cost at least \$25,000, assuming we can reuse all the accessories and that we don't find any other problem(s).

The board realized that if we sell the plane at a discount, than we have to buy a replacement at a discount as well. While going through the process of analyzing the sale of the 235 we were presented with the opportunity to buy a Cessna 182Q for \$60,000. So, the situation is that we are facing an expense of at least \$25,000 for a new Cherokee engine, for an airplane that is not being flown by the majority of the club members. Thus, it makes some sense to get \$30,000 or more for the Cherokee and add another \$25,000 (the engine money) and buy a plane that more members will

and can use. We have agreed to buy the 182. I will not go into all the financial details here, but if you are interested, give me a call or an e-mail and I will lay them out for you.

The new (to us) fixed gear 182 is a 1980 Q model with 415+ hours on the engine and about 950 hours on the airframe. It is in excellent condition (having been hangared for most of its life). The plane is off-white with red trim and a red interior. The current electronics include a HSI, two Nav-Comms w/glide slope, GPS, ADF, and the usual other instruments. We plan to put an engine analyzer in the plane as soon as possible, as this engine really requires attention to the leaning procedures.

Most of you know **Greg Brown** and his wife, **Jody**. They will be leaving the area in December for their new home (and jobs) in Tennessee. If you have time, the plan is to wish them a fond farewell at our meeting on 15 December. I hope you can join the party and wish them well.

In other news, we have an internet connection now operational in the trailer. A BIG thanks goes out to **Navid Rahimi** for getting the Internet connected to all the computers in the trailer and for getting the wireless segment working as well. So, you have a quiet place to get your weather and file (via DUAT or you cell phone) your SFRA / IFR / VFR flight plan. So, things are coming along. Plans call for us to wire up the Coast Guard trailer and finally to provide wireless internet to the ramps so that our transient friends and those based at the airport can once again have access to the internet.

CFC elections are the first Tuesday in December. As usual, we will start early (1900) so that there will be time for those who need to bring their accounts current to do so. Also there will be time to review and make suggestions about the Club rules and by-laws. That will be a separate voting process from the Board of Directors elections. A Board of Directors meeting will take place after the elections and will be mercifully quick.

❖ **BOB HAWKINS**

Correction

The *Ode to Rhinebeck*, which appeared in the October issue, was erroneously attributed to **Bob Hawkins**. The true author was **Joe Stubblefield**.

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Apologies to all concerned. The *Ode* is reprinted in this issue, with the correct attribution.

Proposed changes to Club regs

If you have comments or requests for changes to the regs or By-Laws, please submit your comments in writing (e-mail preferred) to both **Dick Strock** (richard.strock@verizon.net) and **Bob Hawkins** (rj.hawkins@comcast.net) by not later than Friday, 20 November.

Key changes include (but are not limited to) proposed improvements to:

- Refine procedures for revising By-Laws, including advance notice and comment;
- Define procedures for refueling;
- Clarify fiscal year dates for paperwork and annual work-hour cutoffs;
- Correct minor typos caught by sharp-eyed proofreaders;
- Outline reasonable procedures for minimum weekend and holiday use;
- Require that members be properly trained before performing any maintenance on club aircraft.

Please take the time to review the changes. Also, please consider running for the Board.

❖ **BOB HAWKINS**

Fly-ins

Be thinking about Holly run, probably on Saturday, 5 December. Need to book those seats too. Other things to do on ad hoc basis coming together: Also, several folks are thinking to run down to Williamsburg on maybe 12 December for breakfast/lunch and side trip to some of the sights and some light shopping. Could turn into over-nighter, but the motels are very expensive there. Let me know any interest you have in the above.

❖ **JOE STUBBLEFIELD**

Aircraft rates

Following are our aircraft hourly rates as of 1 November 2009.

Aircraft	Rate
N15624	\$135

N20300	\$100
N25883	\$77
N5135R	\$92
N739BA	\$92

Unless otherwise noted, rates are per tach hour, wet.

❖ **BOB HAWKINS**

Notice of election

The Club's by-laws provide for annual elections, to be held on the first Tuesday of December for the coming year. Accordingly, we will hold elections for 2010 on 1 December 2009.

In order to vote, you must (1) be physically present at the election (no proxies) and (2) be a

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Meetings: Every Tuesday at 2000 at the CAP Trailer, Montgomery County Airport (KGAI), Gaithersburg, MD

Physical address: Box 4, 7940-I Airpark Dr., Gaithersburg, MD 20879

Flying Club Board of Directors

President	Bob Hawkins
Vice-President	Dick Strock
Secretary	TBD
Treasurer	TBD
Members at Large	Bryan Absher, Steve Bushby, Bob Gawler, Ruth Hornseth, Mike Regen

Flying Club Administration

Chaplain	Edco Bailey
Scheduling	Dan Golas
Flying Accounts	Dick Strock
Work Hours Program	Michael Regen
Mtnce Advisor	Bill Pechnik
Mtnce Coordinator	Bill Hughes
Safety Board President	John Peake
Public Relations	Mark Gladstone

CAP Squadron Administration

Commander	Mike Regen
Deputy Commander	Dick Strock

Newsletter

Editors	Andy Smith, Sandy Gilmour
Production	Andy Smith, Sandy Gilmour
Mailing/Distribution	Chip Fleming, Dan Golas

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member in good standing (*i.e.*, your flying account must be current and you need to have logged appropriate number of work hours — 10 hrs by the end of November).

There are three vacancies on the board for two-year terms.

The current nominee for president is **Bob Hawkins**.

The current nominees for the Board of Directors are **Bryan Absher, Bob Gawler, Bill Hughes, Dan Larson, Gashaw Mengistu, and John Strong**.

Please contact **Piotr Kulczakowicz** or **David DiNardo** regarding nominations.

❖ PIOTR KULCZAKOWICZ

Chaplain's corner

ESPRIT DE CORPS

[For those who missed the Sunday Ecumenical Service at the annual MD CAP Wing Conference, here is the gist of the homily.]

When Moses sees the burning bush that is not consumed, he sees the spirit of the body of the tree and hears the voice of God. When Mahatma Gandhi disciplines the Indian resistance to British colonialism, he calls his people to remember the spirit of the soul, which is extremely powerful. He teaches *satyagraha*, or soul force. When Buddha focuses on meditative mindfulness beneath the tree so intently that he experiences union with pure spirituality, he encounters soul force and introduces a new mode of adoration of metaphysical reality into the world. Jesus Christ promised his followers an encounter with holy spirituality. The spirit in coming to them would teach, empower, and lead them. In fact, the Holy Spirit would bring such full and comprehensive endowments to the faithful that they would be fully comforted at heart in life. In our hospital chapel that is open 24 hours daily a marker points to the easterly direction for the Muslim who bows in that direction in prayer seeking supportive spiritual encounter with God.

The definition of *esprit de corps* comes from root words meaning "spirit of the body," and contains the word "enthusiasm." What is the meaning of enthusiasm? The roots of the word suggest that one who is enthusiastic is a person in communion

with God ("en" + "theos" – in God). Be spiritual if you want to be!

I hope that the spirit that inspires us in Civil Air Patrol (and in the Congressional Flying Club) will be the holy spirit of God supreme who created, nurtures, and cares for every core value making for the good mission of our organization. May the holy spirit be the spirit of our organizational body inspiring us in our desire to be persons of integrity, persons committed to volunteer service, persons eager to excel in all that we are and all that we do, and persons respectful of one another seeing each other as very offspring of God. Amen.

❖ CHAPLAIN (LT COL) EDCO BAILEY, D. MIN.,
B.C.C.

Work hours

Amy McMaster (AJMcMaster@venable.com) is our Work Assignment Officer; contact Amy to find out what jobs are available.

Mike Regen takes care of recording the hours that you work. You can e-mail your work hours to me (capflyer071@yahoo.com). When sending them to me, please put in the subject line: *Work Hours, your name, # hrs worked*. This will help me organize the e-mails for future reference if there are any discrepancies.

❖ MICHAEL REGEN

Internet access

As noted above, a BIG thanks goes out to **Navid Rahimi** for getting the Internet connected to all the computers in the trailer, and for setting up a wireless capability in the trailer.

The next step is to get the Coast Guard trailer connected [*Editor's note: this should have already happened by press time*].

The third and final step is to provide the airport campus with a wireless network, which will be a joint effort between CFC, the Coast Guard, and MCAA.

We're getting there!

DICK STROCK

Work hours monitor

The Congressional Record

Newsletter of the Congressional Flying Club and Montgomery Senior Squadron, CAP

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Gaithersburg, MD (KGAI)

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November is the sixth month of the “work hours year,” so by 30 November you should have 10 hours of credit.

Here are the work hours “waypoints” listed by quarter. If you have the indicated number of hours at the end of a quarter, you’re on course.

Qtr 1	31 August	5.0
Qtr 2	30 November	10.0
Qtr 3	28 February*	15.0
Qtr 4	31 May	20.0
*29 February in a leap year		

Mike Regen, Keeper of the Hours, has the following reminder:

Please everyone, when you submit work hours to me please...PLEASE...use the following format in the subject line:

Work Hours-your last name-#hrs

It is difficult for me to filter through the 60–80 e-mails I get a day — some of which, including your work hour requests, get sent to my spam box, which I only check every few days. Even though correctly formatted work hour messages are tagged, there is still a need to filter through all of them to be sure I am getting everyone’s work hour requests. In order to make my life easier and sure that I don’t miss your work hours, PLEASE follow this format in the subject line.

If you’re in doubt about your work hours, contact **Mike**; if you’re looking for jobs to do, contact **Amy McMaster**.

❖ **DICK STROCK**

Ode to Rhinebeck

Cloud cover descending,
Bad weather impending,
Flight plans needed a little amending.
Beer in the morning,
Wine at night,
We hardly ever had a fight
We drank the red, we drank the white.
That was just part of the story of our flight.
Breakfast at the Everready
Where we met crazy Betty.
We all went to see the home of Eleanor,
But wait, there’s more.

Rhinebeck was great, tho temperature was just a bit tepid.

There we saw the 65th and last meeting of corsair pilots from the Intrepid.

On the way back we stopped at McDonalds.

And there we saw Don Black having fun.

After all, it was just another breakfast run.

Down the river thru New York City ,

Boy, the Lady sure was pretty!

❖ **JOE STUBBLEFIELD**

Bag of luck

A few years after earning my private pilot certificate, I had the opportunity to take my parents on a weekend trip to Vermont. Having only flown with me once before on a sightseeing trip, this would be the first time they would be introduced to the utility of general aviation. The grueling 11-hour drive would be cut in half by flying one of the club’s Cessna 172s.

After reaching Vermont and spending an enjoyable late-summer weekend with relatives, my parents and I climbed into the airplane for a VFR trip back to Maryland. Several hours into our return trip, we landed at Pottstown Limerick Airport in Pennsylvania for fuel and a quick meal. We ate a hasty meal and strapped in for the final leg of our weekend journey.

As I taxied the airplane out for departure from Pottstown, I began my routine engine run-up, utilizing the airplane’s checklist. Another aircraft had pulled up behind me, but couldn’t get past me because I was blocking the taxiway. Feeling a little rushed, I hurriedly completed the run-up and taxied onto the 3,700 foot runway for departure.

I pushed the throttle all the way in and the little airplane lurched forward. However, the plane didn’t seem to be as lively as the previous leg. With center stripes disappearing beneath the cowlings, I glanced down at the tachometer, which read roughly 2100 RPM. Is that enough? Is the engine putting out full power? I didn’t know. I fly 172s with a variety of engine types. I just wasn’t sure if there was something wrong with this particular 160hp engine.

Doubting the gravity of my situation, I continued down the runway, two-thirds of which was now behind my ailing bird. I used more asphalt than I

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can ever remember using in a 172 before the plane finally waddled into the sky.

By now my hands were sweating, my heart was beating and my mind was racing to determine the source of the plane's malady. The trees seemed to tickle the belly of the plane, as I begged it to climb in the afternoon heat. The RPMs were now near 2400, but the airspeed was only a little over 60kts and the vertical speed was about 300 feet per minute. My eyes darted over the engine instruments, carb heat, mixture, throttle, RPMs, grasping for any sign of what might be wrong.

All the while, my parents were blissfully unaware that I was in a full blown panic. Intending to keep them unaware, I willed the airplane up to 2,000 feet MSL. Still not wanting to confess, or even believe that I had an emergency on my hands, I contacted Philadelphia Approach and requested flight following. However, after just a few moments of flight, I decided that I did not want to leave my best option for an emergency landing, Pottstown Limerick Airport, too far in the rear-view mirror.

Mustering up some courage, I told my parents, "Something is not right with the engine. I'm going to take us back to the airport."

They said nothing as I contacted Philly Approach and stated, "I'm having some issues with my engine and need to head back to Pottstown." I immediately turned the airplane for Pottstown and switched to Unicom, not staying on Philly's frequency long enough to hear any follow on questions.

Just as my nose began to point toward my safe landing site, I noticed it. The airplane key was directly vertical and pointing to the "L," indicating that the engine was running on only one magneto. I reached down, turned the key to the "both" position and heard the engine roar to life, adding those extra RPMs that make the plane a normal 172.

I felt foolish. Not only had I made the mistake of not turning the key back to "both" during my run-up, but I had let myself continue the takeoff roll with doubts about the plane's performance AND I had approached the necessary troubleshooting in such a panicked manner that I didn't check one of the most basic potential causes for my engine troubles.

Trying to save face, I quickly told my folks that the issue was resolved and was only a minor mistake on my part. As I re-contacted Philly Approach, they told me how happy they were to hear from me. Apparently, they were trying to get more information out of me during my "emergency" call, but I had already switched over to Unicom. I had left them in the dark.

The lessons learned during this fiasco are crystal clear.

First, never ever let another airplane, or anything else for that matter, rush you through your pre-flight. This is the last chance to verify the safety of your plane before taking flight. And in this case, I made a safe airplane unsafe through my haste. Second, pick a point on the runway at which you will abort a takeoff if you are not comfortable, and stick with it. I now routinely tell myself that I will not continue beyond a certain point without this comfort level.

Third, if an emergency arises, take a few seconds to calm down. A wise CFI has since told me that the Navy tells their pilots to "wind their watch" in an emergency. These precious few calming seconds can keep you from flailing about searching for the solution to your problem. Had I followed this advice, I'm certain I would have caught the problem early in the climb out.

I'm not proud of this event. However, it was a good lesson which involved no bent metal or hurt people, beyond my bruised ego. My parents were extremely nonchalant about the whole thing, which made me feel better. In the end, the incident was just one more piece moved from my bag of luck to my bag of experience. Let's hope neither ever runs out.

❖ ADAM DONALDSON

Your flying account

Dick Strook is now in charge of our flying account tracking. We have converted to QuickBooks, and every effort is being made to reconcile accounts in real time.

Dick is posting aircraft usage on a weekly basis and a doing a full close just after the first of the month. You will receive the monthly statement of your account at the beginning of the month for the

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November 2009

previous month's activity. You will also get a weekly e-mail that shows your latest usage.

If you don't have an e-mail account, please let Dick know and he will print out your statement.

Address for checks

Please note that the address to mail Congressional Flying Club checks is:

Congressional Flying Club
7940-I Airpark Road
Gaithersburg, MD 20879

Checks can also be brought to the meetings and given to **Bob Hawkins**.

Funny stuff

Heard at the airport checkin counter:

Will you be checking any bags, sir?

Yes, three bags. I want this one to go to Chicago, the second one to L.A., and the third to Frankfurt.

But sir, we can't do that!

Sez who? You did it to me last week!

❖ **ANDY SMITH**